



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

That bids Remembrance "wake to weep,"
And ne'er from Nature's laws to swerve.

Again has Death's unerring dart,
Laid low in dust another friend—
When shall this bosom cease to smart?
When shall its achings have an end?

Say what is life? ye learn'd and wise—
A mighty bustle all for nought—
A passing shade that ever flies
Our eager grasp—our anxious thought.

Then why regret the good man's death—
Our loss is his eternal gain!
I'll sound his praise with every breath,
Nor weep to know him freed from pain,

Death came to ease his woe-fraught heart,
And free his spirit of its clay—
Transpierced his bosom with its dart,
And led his soul to endless day.

On pinions borne to realms of light,
Where care can ne'er disturb its rest,
His heaven-born soul hath wing'd its flight,
To dwell in mansions of the blest.

Now finish'd is that race above,
Which here on earth he had begun:
And now he tastes of heavenly love—
And now his earthly cares are done.

'Twas his, the upright man of God,
(To every pious christian dear)
To lure to tread the paths he trod—
And virtue's precepts all revere.

Beneath the magic of whose tongue,
For many a year I've sat with joy;
First heard from whence salvation sprung,
And where the sinner ought to fly.

To imitate thy virtues here
Blest shade! be still thy chief employ;
Like thee to finish my career,
And join thee in the realms on high.

Blest as thou art, above what man
E'er tasted in those seats of love—
Cease, cease my Muse! nor dare to scan
What's veil'd from thee in heav'n above.

Farewell, blest shade! whose gentle voice
'Gainst heaven's decrees did ne'er complain!
This thought consoles—makes us rejoice—
We only part to meet again!

Thy sacred turf will friends revere,
Oft point to where thy ashes lie,
And o'er thy tomb shed many a tear,
Whilst memory heaves a heartfelt sigh!
Belfast.

TO MELESINA, ON READING HER SONNET ON SEEING THE FIRST FLOWERS OF SPRING.

WHY, Melesina, sing of love.
In sad elegiac strains,
Such only suit the grief I prove,
Descriptive of my pains.

But you, to fairer prospects born,
Possess'd of every charm,
Whom grace and dignity adorn,
And wit and beauty arm.

Say whence the evil can accrue
To you from Cupid's dart,
They well indeed their schemes may rue
Who trifle with your heart.

But should a doubt perplex your mind,
(As merit oft will fear,)
In your own theme a hint you'll find
How best your course to steer.

The flower that blows 'mid vernal skies,
And scents the ambient air,
Alike the winter's rigor flies,
And summer's sultry glare.

So Love, the plant of tenderest bloom,
Droops in each wild extreme,
From cold Indifference meets its doom,
Fades in too fierce a beam.

But these I own are vulgar laws,
For others use, not yours,
Whose strong, attractive beauty draws
The soul your sense secures.

On loveliness and merit then
Your confidence be plac'd—
No truant fear while men are men,
For miracles have ceas'd.

DISCOVERIES AND IMPROVEMENTS IN ARTS, MANUFACTURES,
AND AGRICULTURE.

Specification of the Patent granted to John
BELFAST MAG. NO. LXIX.

Hancock, late of Reading, in the County of
B

Berk, Gentleman; for an Improvement in the Construction of Carriages, and in the Application of a Material hitherto unused in the Construction thereof.

THAT in compliance with the said proviso, I the said John Hancock do hereby declare that the nature and general description of my said inventions are as follows; that is to say: The material hitherto unused in the construction of carriages is whalebone, which I apply partially, or more particularly. The wheels, the circumference, is made of ash, or other timber, and are bound with iron; the spokes are of whalebone, fastened into the wood by mortice and tenon, or by passing the tenon quite through the mortice, divided as though for wedging, and turning each half contrariwise down upon the wood, on the outside, and nailing or otherwise fastening it: the nave or box is of cast brass or other metal. The axle is iron, and has a collar on it; in the centre of which a groove is turned: this collar just enters the back part of the box, on the outside of which a groove is turned with a mortice through on each side, exactly opposite to the groove in the axle. Round the groove in the box two springs are fastened with a bolt or catch formed on the end of each, something resembling those in a common door-lock: these bolts go through the mortice in the box into the groove in the collar on the axle, and are kept down into this groove by the springs. On the outside of the bolts is made a loop to pull them up with, when the wheel is to be taken off. About half way across is turned another groove, wide enough to admit the spokes across; which groove pieces of iron are let in, under which the spokes are passed, so that one piece of bone forms the two spokes; an iron collar is then put on each side of them upon the box, which fastens the ends of all the iron cross pieces, and thus fix the spokes in the box. When the spokes are thus fixed into the wood or circumference, and into the boxes, each two of them that are formed of one piece of bone are then braced together as tight as possible, in the manner drums are strained, only with iron clips and rivets; the wheels are pushed on the axle, and are fastened by the springs pressing the bolts into the groove in the axle, as before described.

The carriage is made much in the same manner they are generally, only in gigs a piece of whalebone is put between the iron under the shafts, to prevent their breaking; and whalebone is otherwise introduced to strengthen or brace the carriage, as may appear necessary in the different forms, or on which they may be constructed. The springs are made of steel, with bone round, under, or upon them, to prevent their breaking, or of whalebone entirely; their form also depending on the different construction of the carriages. The body has no other novelty than the occasional introduction of whalebone, their form depending upon individual fancy or convenience, or the variation of public taste. The heads, hoods, or roofs, are composed of cotton, silk, or leather, with whalebone, iron, steel, cane, or wood, to strain or raise them, constructed much in the usual way, but subject, like the bodies, to different methods to make them lighter or stronger, &c.

Although I have laid down this description, yet I do not confine myself to the construction of such carriages, as they may be varied according to the circumstances, and to the taste of the maker or purchaser.

Observations communicated by the Patentee.

Having a long time observed that coach-makers have provided against the very violent concussion to which carriages are necessarily exposed, by making them as solid and firm as possible, and being continually in great danger, as well as inconvenienced, by my own breaking down in bad roads, it occurred to me, that if carriages, and particularly wheels, could be made elastic, and yet sufficiently strong, to recover from occasional resistance, these disagreeable and dangerous consequences would be superseded. Finding any kind of construction with steel could not be depended on, from its liability to breaking, particularly in frosty weather, I began to make experiments with whalebone; but here I found great difficulty, from its being so apt to split: however, at length this difficulty was easily obviated, as by repeated trials I found that if the longitudinal fibres of which the bone is composed were made fast at the ends, it became difficult to divide them; the bone, therefore, being ferrilled at certain distances, and inserted